DOCUMENT RESUME

ED 237 734 CE 037 744

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TITLE Ohio Citizens Survey on Driver Education Technical Report.
SPONS AGENCY Ohio Driver and Safety Education Association.
PUB DATE 23 Oct 82
NOTE 44p.; Report presented at the Ohio Driver and Safety Education Association Conference (Columbus, OH, October 23, 1982).
PUB TYPE Reports - Research/Technical (143) -- Speeches/Conference Papers (150)

EDRS PRICE MF01/PC02 Plus Postage.
DESCRIPTORS *Attitudes; Community Attitudes; *Driver Education; Majority Attitudes; *Program Attitudes; *Program Effectiveness; Secondary Education
IDENTIFIERS *Ohio

ABSTRACT

In 1982, the Ohio Driver and Safety Education Association contracted with PJP Associates to conduct a statewide survey to gather data about the driver education program as it is conducted in the public schools of Ohio. The survey questionnaire contained 12 questions about driver education and 10 demographic questions. The survey used two methods of data collection--a mail survey and a hand-carry survey to reach a selected representative sample of the population. The mail survey yielded 357 returns and the hand-carry survey yielded 1,273 returns for a total response of 1,630 returns. The mail survey and the hand-carry survey produced very similar results, some of which are as follows: (1) driver education should be required for all drivers, according to most respondents; (2) 86 percent of the respondents think high school driver education is the best method for teaching people to drive, and three out of four persons surveyed feel that public school systems should be required to offer both on-road and in-classroom sections of driver education; (3) about 30-40 percent of those responding think driver education should be financed by the state educational system, with a slightly lesser number thinking it should be financed by fines from traffic violators; (4) a majority of respondents feel that the classroom instruction of driver education should be conducted during the regular school day; about one-third think that the in-car part of driver education should be carried out during the regular school day and one-third think that the in-car phase should be carried out before and after school; (5) a majority of the respondents felt all phases of the driver education courses are very worthwhile or worthwhile; and (6) about four times as many respondents favor the high school driver education program as the private driving school programs. (Data in the survey results are also broken down by sex, by city size, and by age). (KC)

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OHIO CITIZENS SURVEY ON DRIVER EDUCATION

TECHNICAL REPORT

Dr. Pietro J. Pascale
Youngstown State University

October, 1982

(Released October 23, 1982, ODSEA Conference)
Columbus, Ohio

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INTRODUCTION

Early in January of 1982 the Ohio Driver and Safety Education Association contracted with PJP Associates of Pulaski, Pennsylvania to conduct a statewide survey in order to gather data about the driver education program as it is conducted in the public schools of Ohio. Dr. Pietro J. Pascale was the principal investigator for the Driver Education Survey which consisted of two phases. The first phase involved a mail survey technique based on a carefully drawn stratified random sampling of Ohio citizens. The second phase of the Driver Education Survey involved a hand-carry technique. Dr. Pascale has conducted many large-scale survey sampling studies for school districts and private agencies in Northeastern Ohio - most recently for the Mahoning County Office of Education and Program Outreach in Trumbull County.

BACKGROUND

During April and May of 1982, PJP Associates conducted a statewide driver education survey. The survey questionnaire contained twelve questions about driver education and ten demographic questions. The purpose of the demographic questions was to determine whether the sample selected was an adequate representation of the population with respect to sex, size of community, and age variables. The survey used two methods of data collection - a mail survey and a hand-carry survey. The mail survey yielded 357 returns and the hand-carry survey yielded 1,273 returns for a total response of 1,630 returns.

METHODOLOGY

The survey design consisted of two different methods of obtaining the data - a mail survey and a hand-carry technique. There were two reasons for preferring this two phase data collection approach. The mail survey afforded greater control over important stratifying variables plus the all important statistical feature of randomization. These two conditions improved the degree to which survey results would be generalizable to the general target population. The second reason for preferring a two phase approach was directly linked to cost containment concerns. The postage alone for the 1,273 respondents yielded under the hand-carry technique would have amounted to well over $1,000.00 considering both initial mailings and follow up mailings if a mail survey had been conducted.

An important side effect of the dual approach was that the results of one technique of data collection corroborated the results of the other technique and thereby increased the concurrent validity of the total findings. The psychometric literature also documents that data collected under multi-method techniques is more likely to be valid.

Sampling Plan

Dr. David Stephens, a demographer, developed the sampling plan which appears in Table 1 and provided the data which generated the mailing list. The most important stratifying variable appeared to be size of community and the sex of respondent. These two important variables were built into the sampling design for the mail survey. An age category item on the questionnaire allowed post hoc data analysis to determine whether the age distribution in the sample was representative of the age distribution of the

population. Since the mailing was directed at heads of households it was anticipated that the lower age categories might be under-represented.

The sampling plan for the hand-carry technique was based on cluster sampling procedures. Table 2 shows the directions given to data collectors. Particular notice should be given to the concern for getting representation from the 16-19 age category since they would be underrepresented in the mail survey.

Instrument

The instrument appears in Table 3 and consists of twelve items dealing with driver education programs and ten items dealing with key demographic items. The purpose of the demographic items was to determine whether the returned sample reflected an adequate representation of the target population. Concern for content or face validity was the basis for modeling questionnaire items from previously conducted driver education surveys particularly the survey conducted by the Automobile Club of Southern California in 1978.

Confidentiality

Respondents were guaranteed complete confidentiality. This was clearly stated in the cover letter (Table 4) for the mail survey respondents and in the directions for the hand-carry respondents (Table 2). The survey forms for the mail survey were coded by number in order to extract identity of non-respondents for purposes of follow-up activity. At the conclusion of the data analysis the list identifying mailing address and coded number on the survey form was destroyed. The hand-carry survey forms were never coded and were always anonymously filled out.

Return Rate

Five hundred questionnaires were mailed in mid-March according to the sampling plan. The initial mailing yielded a return of

260 questionnaire forms. Thirty five mailing addresses were invalid. A follow-up mailing occurred in early April and yielded a return of an additional 97 responses which led to a total of 357 out of 465 for a reasonably high return rate of seventy seven percent.

There were 1,273 responses from the hand-carry technique making a total of 1,630 questionnaire forms. However, data analysis procedures kept the two sets separate throughout the discussion of results.

All 1,630 questionnaire forms were initially keypunched. The mail survey forms were keypunched onto cards and the hand-carry forms were keypunched onto a data disc. Both of these primary data storage devices are in the hands of the principal investigator should further data analysis and investigation be requested or required. A computer program was developed by Dr. Pietro J. Pascale and computer printouts tabulated the data which appears later in this report. The computer printouts will be made available to the Ohio Driver and Safety Education Association.

The data have been analyzed separately by mail survey and hand-carry components. However, the results from both of these methodologies are remarkably similar. The sample size for the mail survey is 357 and the sample size for the hand-carry is 1,273. The evidence for the similarity of responses from both sets of data stems from chi square statistical tests presented in Table 5. None of the X^2 tests performed on each of the twelve items were statistically significant. Therefore, the two groups of data are statistically equivalent and any differences in percentages are likely to have occurred by chance variation inherent in the sampling process.

Results are presented in tabular form in percentages for the total group and this constitutes the basic analysis for the non-technical short report. The more technical long report includes:

(1) total tallies
(2) breakdown by city size
(3) breakdown by age category
(4) breakdown by sex

for both the mail survey data and the hand-carry data.

In reviewing the tabular data one is cautioned that in the mail survey the 16-19 age group is underrepresented and slightly overrepresented in the hand-carry technique. The sample consists of approximately 52% male respondents and 48% female respondents - a sample breakdown by sex which reflects the population breakdown by sex. Representation appears to be appropriate for the sex and size of community breakdowns.

General Demographic Data

About 95 percent of the total respondents claim to be licensed drivers. About fifty percent of the total respondents are members of an automobile club. Approximately eighty percent indicated at least one member of the family participated in a driver education program at a local public school.

SHOULD DRIVER EDUCATION BE REQUIRED

For Drivers Under 18

1. Do you think that a certified driver education course should continue to be required for 16 and 17 year olds to receive a driver's license?

Answer	Respondents Mail	Hand-Carry
Yes	96%	97%
No	1%	3%
No Opinion	3%	0%
	N=357	N=1273

An overwhelming ninety-six percent indicated that a driver education course should continue to be required for 16 and 17 year olds to receive a driver's license.

For All New Drivers

2. Do you feel all new drivers, regardless of age, should be required to complete a certified driver instruction course before receiving a driver's license?

Answer	Respondents Mail	Hand-Carry
Yes	87%	90%
No	9%	9%
No Opinion	4%	1%
	N=357	N=1273

Almost nine out of ten responded that driver education should be required before anyone (regardless of age) can obtain a driver's license.

BEST METHOD FOR TEACHING DRIVERS

3. Which one of the following methods do you think is best for teaching young people to drive automobiles?

Answer	Respondents	
	Mail	Hand-Carry
1. High school driver education	86%	82%
2. Commercial driving school	11%	11%
3. Parents	1%	3%
4. Friends	1%	1%
5. Other	1%	3%
	N=357	N=1273

A remarkably high eighty-six percent think high school driver education is the best method for teaching people to drive.

FINANCE

Classroom Instruction

4. How do you feel the classroom instruction for driver education programs should be financed?

Answer	Respondents Mail	Hand-Carry
1. From state education system	43%	44%
2. From traffic violator penalty assessments	28%	22%
3. License or vehicle registration fees	17%	23%
4. Other	10%	10%
5. No Opinion	2%	1%
	N=357	N=1273

In-Car Instruction

5. How do you feel the in-car instruction for driver education should be financed?

Answer	Respondents Mail	Hand-Carry
1. From state education system	31%	39%
2. From traffic violation assessments	33%	24%
3. License or vehicle registration fees	18%	25%
4. Other	15%	11%
5. No Opinion	3%	1%
	N=357	N=1273

SHOULD PUBLIC SCHOOLS BE REQUIRED TO OFFER DRIVER EDUCATION

6. We would like your opinion about public schools being required to offer driver education.

Answer	Respondents Mail	Hand-Carry
1. Public school systems should be required to offer both parts of driver education - classroom and in-car training	76%	84%
2. Public schools should not be required to offer driver education instruction	13%	8%
3. Public schools should be required to offer driver education, but only the classroom instruction	8%	6%
4. Other	2%	2%
5. No Opinion	1%	0%
	N=357	N=1273

Most respondents (about 3 out of 4) feel that public school systems should be required to offer both parts of driver education.

WHEN SHOULD DRIVER EDUCATION BE CONDUCTED

Classroom Instruction

7. When do you feel classroom instruction should be conducted?

Answer	Respondents Mail	Hand-Carry
1. During the regular school day	57%	68%
2. Before and after regular school hours	19%	19%
3. School vacation periods	3%	2%
4. Saturdays	6%	3%
5. Other	13%	7%
6. No Response	2%	1%
	N=357	N=1273

A majority of respondents felt that the classroom instruction of driver education should be conducted during the regular school day.

In-Car Instruction

8. When do you feel in-car instruction should be conducted?

Answer	Respondents Mail	Hand-Carry
1. Before and after regular school hours	34%	39%
2. During the regular school day	35%	42%
3. Saturdays	8%	5%
4. School vacation periods	4%	3%
5. Other	17%	10%
6. No Response	2%	1%
	N=357	N=1273

HOW WORTHWHILE IS DRIVER EDUCATION

9. In general, how worthwhile do you think driver instruction courses are in helping young people become safer and better drivers?

Answer	Respondents Mail	Hand-Carry
1. Very worthwhile	70%	75%
2. Somewhat worthwhile	26%	21%
3. Not too worthwhile	2%	2%
4. Not at all worthwhile	0%	0%
5. No Opinion	2%	2%
	N=357	N=1273

More than 9 out of 10 respondents think driver instruction courses are "very" or "somewhat worthwhile" in helping young people become safer and better drivers.

Seven out of ten think that driver instruction courses are "very worthwhile."

HOW WORTHWHILE IS IN-CAR INSTRUCTION

10. In general, how worthwhile is the in-car instruction part of the driver education course in helping young people become better drivers?

Answer	Respondents Mail	Hand-Carry
1. Very worthwhile	77%	78%
2. Somewhat worthwhile	17%	17%
3. Not too worthwhile	2%	1%
4. Not at all worthwhile	0%	0%
5. No Opinion	4%	4%
	N=357	N=1273

About 8 out of 10 respondents feel that the in-car instruction part of the driver education course is "very worthwhile."

HOW WORTHWHILE IS CLASSROOM INSTRUCTION

11. In general, how worthwhile is the classroom instruction part of the driver education course in helping young people become better drivers?

Answer	Respondents Mail	Hand-Carry
1. Very worthwhile	67%	63%
2. Somewhat worthwhile	23%	28%
3. Not too worthwhile	6%	5%
4. Not at all worthwhile	0%	1%
5. No Opinion	4%	3%
	N=357	N=1273

About 2 out of 3 respondents feel that the classroom instruction part is "very worthwhile."

CONTRACT ARRANGEMENT FOR IN-CAR INSTRUCTION

12. Some public school systems offer the in-car instruction part of the driver education course through a contract arrangement with a private driving school. What is your opinion of this contract arrangement?

Answer	Respondents Mail	Hand-Carry
1. The private driving school provides a better quality instruction than the certified high school driver education teacher	9%	12%
2. The high school driver education teacher provides a better quality instruction than the private driving school	43%	43%
3. There is no difference	23%	19%
4. I have no opinion	21%	23%
5. No Response	4%	3%
	N=357	N=1273

It is important to note that about four times as many respondents (43% vs. 9%) endorsed the high school driver education program as compared to the private driving school program for the in-car instruction. When the figure of 43% is adjusted for those either not responding or having no opinion, the corrected percentage is 61%. In other words, of those who expressed an opinion, 61% favored the high school driver education in-car instruction and only 12% (adjusted upward from 9%) endorsed the private driving school in-car instruction.

DRIVER EDUCATION SURVEY
BREAKDOWN BY SEX

1. Do you feel that a certified driver instruction course should continue to be required for 16 and 17 year olds to receive a driver's license?

	MALE		FEMALE	
	Mail	Hand-Carry	Mail	Hand-Carry
YES	95%	96%	100%	99%
NO	5%	4%	0%	1%
	N=357	N=1273	N=357	N=1273

There are no real sex differences on item 1. Both groups very highly endorse the continuation of the driver instruction requirement.

2. Do you feel all new drivers, regardless of age, should be required to complete a certified driver instruction course before receiving a driver's license?

	MALE		FEMALE	
	Mail	Hand-Carry	Mail	Hand-Carry
YES	90%	89%	85%	90%
NO	10%	11%	15%	10%
	N=357	N=1273	N=357	N=1273

Both groups very highly endorse the idea that all new drivers should complete a certified driver education course.

3. Which one of the following methods do you think is best for teaching young people to drive automobiles?

	MALE		FEMALE	
	Mail	Hand-Carry	Mail	Hand-Carry
1. High School Driver Education	81%	79%	94%	86%
2. Commercial Driving School	16%	13%	4%	8%
3. Parents	2%	3%	0%	2%
4. Other	1%	5%	2%	4%
	N=357	N=1273	N=357	N=1273

It appears that a significantly higher proportion of females feel that the high school driver education program is the best method for teaching young people to drive.

4. How do you feel the classroom instruction for driver education programs should be financed?

	MALE		FEMALE	
	Mail	Hand-Carry	Mail	Hand-Carry
1. From State Education System	42%	40%	47%	53%
2. From Traffic Violator Penalty assessments	29%	23%	27%	20%
3. Through License or Vehicle Registration fees	17%	25%	17%	19%
4. Other	12%	12%	9%	8%
	N=357	N=1273	N=357	N=1273

The two groups do not differ in their responses to type of financing for classroom instruction.

5. How do you feel the <u>in-car instruction</u> for driver education should be financed?

	MALE		FEMALE	
	Mail	Hand-Carry	Mail	Hand-Carry
1. From State Education System	32%	36%	31%	44%
2. From Traffic Violator Assessments	35%	25%	30%	21%
3. Through License or Vehicle Registration fees	16%	26%	23%	25%
4. Other	17%	13%	16%	10%
	N=357	N=1273	N=357	N=1273

The two groups do not differ in their perception of how in-car instruction should be financed.

6. We would like your opinion about Public Schools being required to offer driver education.

	MALE		FEMALE	
	Mail	Hand-Carry	Mail	Hand-Carry
1. Public School Systems should be required to offer both parts of driver education, that is, both classroom instruction and in-car training.	75%	81%	79%	88%
2. Public School Systems should not be required to offer driver education instruction.	14%	10%	13%	5%
3. Public School Systems should be required to offer driver education but only the classroom portion.	10%	6%	6%	6%
4. Other	1%	3%	2%	1%
	N=357	N=1273	N=357	N=1273

The two groups were very similar in their feeling that the public school should require both parts of the driver education program.

7. When do you feel classroom instruction should be conducted?

	MALE		FEMALE	
	Mail	Hand-Carry	Mail	Hand-Carry
1. During the regular school day.	53%	67%	65%	71%
2. Before and after regular school hours.	19%	19%	18%	19%
3. School vacation periods (holidays, summer, etc.)	5%	3%	2%	2%
4. Saturdays	6%	3%	4%	3%
5. Other	17%	8%	11%	5%
	N=357	N=1273	N=357	N=1273

Slightly more females indicated that classroom instruction should occur during the school day.

8. When do you feel in-car instruction should be conducted?

	MALE		FEMALE	
	Mail	Hand-Carry	Mail	Hand-Carry
1. Before and after regular school hours.	30%	37%	41%	41%
2. During the regular school day.	36%	42%	35%	43%
3. Saturdays	9%	6%	6%	4%
4. School vacation periods (holidays, summer, etc.)	6%	3%	2%	3%
5. Other	19%	12%	16%	9%
	N=357	N=1273	N=357	N=1273

Slightly more females than males indicated that in-car instruction should occur before and after school. About 3 out of 4 preferred in-car instruction either 'during the school' day, or 'before or after school' day. There were few preferences for Saturdays or vacation periods.

9. In general, how worthwhile do you think driver instruction courses are in helping young people become safer and better drivers?

	MALE		FEMALE	
	Mail	Hand-Carry	Mail	Hand-Carry
1. very worthwhile	67%	73%	75%	77%
2. somewhat worthwhile	28%	22%	21%	21%
3. not too worthwhile	4%	3%	0%	0%
4. no opinion	1%	2%	4%	2%
	N=357	N=1273	N=357	N=1273

The majority of both groups responded that driver education courses were very worthwhile. The females indicated a slightly higher level of endorsement than males.

10. In general, how worthwhile is the <u>in-car instruction</u> part of the driver education course in helping young people become better drivers?

	MALE		FEMALE	
	Mail	Hand-Carry	Mail	Hand-Carry
1. very worthwhile	77%	77%	79%	81%
2. somewhat worthwhile	17%	18%	17%	16%
3. not too worthwhile	4%	2%	0%	1%
4. no opinion	2%	3%	4%	2%
	N=357	N=1273	N=357	N=1273

Both groups were similar in their responses indicating a high level of endorsement for the worth of the in-car instruction part of the driver education program in the schools. About 8 out of 10 responded that the in-car instruction was very worthwhile.

11. In general, how worthwhile is the classroom instruction part of the driver education course in helping young people become better drivers?

	MALE		FEMALE	
	Mail	Hand-Carry	Mail	Hand-Carry
1. very worthwhile	69%	62%	68%	66%
2. somewhat worthwhile	24%	29%	24%	28%
3. not too worthwhile	6%	5%	4%	4%
4. no opinion	1%	4%	4%	2%
	N=357	N=1273	N=357	N=1273

As in item 10 above, both groups are similar in their endorsement of the worth of the classroom instruction. There is slightly higher level of endorsement of the in-car instruction but still a convincing 7 out of 10 respondents indicated that the classroom instruction was very worthwhile.

12. Some public school systems offer the in-car instruction part of the driver education course through a contract arrangement with a private driving school. What is your opinion of this contract arrangement?

	MALE		FEMALE	
	Mail	Hand-Carry	Mail	Hand-Carry
1. The private driving school provides a better quality instruction than the certified high school driver education teacher.	11%	12%	6%	11%
2. The high school driver education teacher provides a better quality instruction than the private driving school.	45%	44%	40%	43%
3. There is no difference.	23%	17%	25%	21%
4. I have no opinion.	21%	27%	29%	25%
	N=357	N=1273	N=357	N=1273

There are very similar responses from both groups with the clear majority indicating that the high school driver program was better than the private school contract arrangement. When the percentages are adjusted for the heavy no opinion response, about 60% favor the high school driver education teacher and only about 12 - 14% favor the private driving school.

DRIVER EDUCATION SURVEY
BREAKDOWN BY CITY SIZE

1. Do you feel that a certified driver instruction course should continue to be required for 16 and 17 year olds to receive a driver's license?

	50,000-100,000	10,000-49,999	1,000-9,999
YES	94%(98%)	98%(96%)	98%(97%)
NO	6% (2%)	2% (4%)	2% (3%)

There is no apparent effect of city size and response to item 1 of the questionnaire.

2. Do you feel all new drivers, regardless of age, should be required to complete a certified driver instruction course before receiving a driver's license?

	50,000-100,000	10,000-49,999	1,000-9,999
YES	90%(90%)	98%(88%)	98%(93%)
NO	10%(10%)	2%(12%)	2% (7%)

There is a slightly smaller percentage of response from large city groups but no sharp differences among the groups.

*Figures in parentheses indicate results of Hand-Carry Survey

3. Which one of the following methods do you think is best for teaching young people to drive automobiles?

	50,000-100,000	10,000-49,999	1,000-9,999
1. High School Driver Education	85% (80%)	81%(82%)	93%(89%)
2. Commercial Driving School	10% (13%)	17%(11%)	7% (7%)
3. Parents	3% (3%)	0% (2%)	0% (2%)
4. Friends	0% (1%)	0% (1%)	0% (0%)
5. Other	2% (3%)	2% (4%)	0% (2%)

All three groups support the High School Driver Education as the best method with small cities giving the highest endorsement. It should be noted that very few, if any, endorsements were given to the categories of parents and friends.

4. How do you feel the classroom instruction for driver education programs should be financed?

	50,000-100,000	10,000-49,999	1,000-9,999
1. From State Education System	48%(45%)	40%(42%)	41%(52%)
2. From Traffic Violator Penalty assessments	25%(20%)	35%(24%)	28%(21%)
3. Through License or Vehicle Registration fees	17%(22%)	14%(23%)	18%(21%)
4. Other	10%(13%)	11%(11%)	13% (6%)

There are no sharp differences among the three groups except to note that responses from the large city group favored funding from State Education System.

*Figures in parentheses indicate results of Hand-Carry Survey

5. How do you feel the in-car instruction for driver education should be financed?

	50,000-100,000	10,000-49,999	1,000-9,999
1. From State Education System	42%(43%)	27%(35%)	24%(45%)
2. From Traffic Violator Assessments	24%(20%)	42%(26%)	39%(21%)
3. Through License or Vehicle Registration fees	21%(23%)	15%(27%)	15%(28%)
4. Other	13%(14%)	16%(12%)	22% (6%)

As in the responses to item 4 there is a tendency for the large city respondents to endorse more heavily funding from the State Education System.

6. We would like your opinion about Public Schools being required to offer driver education.

	50,000-100,000	10,000-49,999	1,000-9,999
1. Public School Systems should be required to offer both parts of driver education, that is, both classroom instruction and in-car training.	79%(83%)	76%(86%)	80%(82%)
2. Public School Systems should not be required to offer driver education instruction.	13%(10%)	15% (7%)	11% (5%)
3. Public School Systems should be required to offer driver education but only the classroom portion.	6% (5%)	9% (5%)	9%(12%)
4. Other	2% (2%)	0% (2%)	0% (1%)

There is fairly high endorsement equally across the three groups that the public school system should be required to offer both components of the driver education program.

*Figures in parentheses indicate results of Hand-Carry Survey

7. When do you feel classroom instruction should be conducted?

	50,000-100,000	10,000-49,999	1,000-9,999
1. During the regular school day.	57%(70%)	54% (65%)	59%(76%)
2. Before and after regular school hours.	19%(18%)	19% (21%)	22%(14%)
3. School vacation periods (holidays, summer, etc.)	6% (2%)	2% (2%)	2% (3%)
4. Saturdays	3% (4%)	5% (2%)	10% (4%)
5. Other	15% (6%)	20% (10%)	7% (3%)

There are consistent responses across the three groups with no sharp differences with the majority of responses favoring "during the regular school day".

8. When do you feel in-car instruction should be conducted?

	50,000-100,000	10,000-49,999	1,000-9,999
1. Before and after regular school hours.	39%(45%)	33%(40%)	30%(27%)
2. During the regular school day.	30%(39%)	31%(40%)	48%(54%)
3. Saturdays	8% (5%)	5% (4%)	13% (8%)
4. School vacation periods (holidays, summer, etc.)	6% (2%)	6% (2%)	0% (5%)
5. Other	17% (9%)	25%(14%)	9% (6%)

There are no sharp differences except that there is a higher preference for "during the school day" from the small city group.

*Figures in parentheses indicate results of Hand-Carry Survey

9. In general, how worthwhile do you think driver instruction courses are in helping young people become safer and better drivers?

	50,000-100,000	10,000-49,999	1,000-9,999
1. very worthwhile	70% (77%)	74% (73%)	72%(75%)
2. somewhat worthwhile	27% (19%)	21% (23%)	28%(23%)
3. not too worthwhile	3% (1%)	4% (2%)	0% (1%)
4. not at all worthwhile	0% (1%)	0% (0%)	0% (0%)
5. no opinion	0% (2%)	1% (2%)	0% (1%)

There are consistently high endorsements across the three groups. Most respondents feel that driver instruction courses are very worthwhile.

10. In general, how worthwhile is the in-car instruction part of the driver education course in helping young people become better drivers?

	50,000-100,000	10,000-49,999	1,000-9,999
1. very worthwhile	78% (82%)	84%(77%)	76%(80%)
2. somewhat worthwhile	20% (16%)	13%(19%)	22%(16%)
3. not too worthwhile	2% (1%)	2% (2%)	2% (2%)
4. not at all worthwhile	0% (0%)	0% (0%)	0% (0%)
5. no opinion	0% (1%)	1% (2%)	0% (2%)

The in-car instruction part of driver education courses received higher endorsements than the classroom instruction part. About 8 out of every 10 feel that the in-car instruction is very worthwhile.

*Figures in parentheses indicate results of Hand-Carry Survey

11. In general, how worthwhile is the classroom instruction part of the driver education course in helping young people become better drivers?

	50,000-100,000	10,000-49,999	1,000-9,999
1. very worthwhile	70% (70%)	74% (60%)	63%(65%)
2. somewhat worthwhile	22% (23%)	17% (32%)	34%(30%)
3. not too worthwhile	6% (3%)	7% (6%)	0% (3%)
4. not at all worthwhile	0% (1%)	0% (1%)	0% (0%)
5. no opinion	2% (3%)	2% (1%)	3% (2%)

There is relative agreement across the three groups that the classroom instruction part of the driver education course is very worthwhile.

12. Some public school systems offer the in-car instruction part of the driver education course through a contract arrangement with a private driving school. What is your opinion of this contract arrangement?

	50,000-100,000	10,000-49,999	1,000-9,999
1. The private driving school provides a better quality instruction than the certified high school driver education teacher.	13%(13%)	5%(10%)	9%(14%)
2. The high school driver education teacher provides a better quality instruction than the private driving school.	42%(51%)	42%(40%)	50%(43%)
3. There is no difference.	24%(16%)	33%(21%)	11%(19%)
4. I have no opinion.	21%(20%)	20%(29%)	30%(24%)

The majority of respondents endorsed the response stating that the high school driver education teacher provides a better quality instruction than the private driving school. When the percentages are adjusted for the heavy no opinion response, about 60% favor the high school driver education teacher and only about 12-14% favor the private driving school.

*Figures in parentheses indicate results of Hand-Carry Survey

DRIVER EDUCATION SURVEY
BREAKDOWN BY AGE CATEGORY

1. Do you feel that a certified driver instruction course should continue to be required for 16 and 17 year olds to receive a driver's license?

	16-19	20-29	30-39	40-49	50-59	60+
YES	100%	96%	97%	100%	96%	97%
	(97%)	(98%)	(97%)	(98%)	(97%)	(98%)
NO	0%	4%	3%	0%	4%	3%
	(3%)	(2%)	(3%)	(2%)	(3%)	(2%)

The responses across all six age groups were consistently and remarkably high. There appears to be overwhelming support for continuation of the driver education course as a requirement for a driver's license for 16 and 17 year olds.

2. Do you feel all new drivers, regardless of age, should be required to complete a certified driver instruction course before receiving a driver's license?

	16-19	20-29	30-39	40-49	50-59	60+
YES	100%	93%	84%	81%	96%	90%
	(93%)	(95%)	(85%)	(85%)	(87%)	(96%)
NO	0%	7%	16%	19%	4%	10%
	(7%)	(5%)	(15%)	(15%)	(13%)	(4%)

Two age groups (the 30-39 and 40-49) were not quite as high on their response to this item as the other age groups. However, their responses collectively indicate that slightly more than 8 out of 10 feel that all new drivers should be required to complete a certified driver instruction course.

*Figures in parentheses indicate results of Hand-Carry Survey

3. Which one of the following methods do you think is best for teaching young people to drive automobiles?

	16-19	20-29	30-39	40-49	50-59	60+
1. High School Driver Education	68% (78%)	89% (80%)	87% (86%)	84% (84%)	92% (85%)	87% (89%)
2. Commercial Driving School	0% (13%)	7% (13%)	13% (8%)	16% (10%)	4% (8%)	10% (6%)
3. Parents	32% (4%)	0% (2%)	0% (3%)	0% (2%)	0% (2%)	3% (1%)
4. Friends	0% (1%)	0% (1%)	0% (0%)	0% (0%)	0% (0%)	0% (0%)
5. Other	0% (4%)	4% (4%)	0% (3%)	0% (4%)	4% (5%)	0% (4%)

The 16-19 age category responded differently than the remaining age categories. The difference is found in the relatively high ratio of 16-19 year olds who indicated parents as a best method for teaching young people to drive. It is important to note that no other age category chose parents as a method for teaching young people to drive. Also, no age category chose friends as a best method for teaching young people to drive.

4. How do you feel the classroom instruction for driver education programs should be financed?

	16-19	20-29	30-39	40-49	50-59	60+
1. From State Education System	33% (50%)	36% (47%)	42% (40%)	46% (42%)	37% (47%)	60% (38%)
2. From Traffic Violator Penalty Assessments	0% (22%)	36% (26%)	27% (26%)	30% (18%)	29% (16%)	20% (20%)
3. Through License or Vehicle Registration fees	67% (18%)	21% (16%)	16% (23%)	17% (29%)	17% (25%)	10% (36%)
4. Other	0% (10%)	7% (11%)	15% (11%)	7% (11%)	17% (12%)	10% (6%)

The youngest (16-19) and the oldest (60 and over) age category responded differently from the other age categories.

*Figures in parentheses indicate results of Hand-Carry Survey

5. How do you feel the <u>in-car instruction</u> for driver education should be financed?

	16-19	20-29	30-39	40-49	50-59	60+
1. From State Education System	67% (44%)	21% (36%)	29% (38%)	32% (39%)	21% (44%)	53% (33%)
2. From Traffic Violator Assessments	0% (25%)	46% (27%)	37% (27%)	30% (19%)	25% (14%)	23% (23%)
3. Through License or Vehicle Registration fees	33% (23%)	22% (23%)	14% (23%)	21% (30%)	25% (31%)	13% (39%)
4. Other	0% (8%)	11% (14%)	20% (12%)	17% (12%)	29% (11%)	11% (5%)

The youngest and oldest age groups were atypical in their response.

6. We would like your opinion about Public Schools being required to offer driver education.

	16-19	20-29	30-39	40-49	50-59	60+
1. Public School Systems should be required to offer both parts of driver education, that is, both classroom instruction and in-car training.	67% (88%)	82% (81%)	76% (85%)	77% (79%)	88% (82%)	67% (83%)
2. Public School Systems should not be required to offer driver education instruction.	33% (6%)	11% (11%)	13% (5%)	19% (12%)	4% (7%)	13% (8%)
3. Public School Systems should be required to offer driver education but only the classroom portion.	0% (5%)	7% (7%)	10% (7%)	4% (7%)	4% (8%)	13% (7%)
4. Other	0% (1%)	0% (1%)	1% (3%)	0% (2%)	4% (3%)	7% (2%)

The youngest and oldest age groups were atypical in their response but there was still strong agreement across all age groups that public schools should be required to teach both parts of the driver education program.

*Figures in parentheses indicate results of Hand-Carry Survey

7. When do you feel <u>classroom instruction</u> should be conducted?

	16-19	20-29	30-39	40-49	50-59	60+
1. During the regular school day.	100% (68%)	57% (63%)	70% (71%)	53% (70%)	42% (71%)	47% (73%)
2. Before and after regular school hours.	0% (21%)	25% (23%)	16% (18%)	26% (15%)	25% (20%)	15% (15%)
3. School vacation periods (holidays, summer, etc.)	0% (2%)	0% (2%)	0% (3%)	4% (1%)	8% (3%)	10% (1%)
4. Saturdays	0% (4%)	7% (6%)	2% (2%)	7% (2%)	8% (2%)	10% (3%)
5. Other	0% (5%)	11% (6%)	12% (6%)	10% (12%)	17% (4%)	18% (8%)

The youngest age group differed in their response from the other age groups. There was wide agreement that classroom instruction should occur during the school day.

8. When do you feel <u>in-car instruction</u> should be conducted?

	16-19	20-29	30-39	40-49	50-59	60+
1. Before and after regular school hours.	0% (40%)	39% (50%)	40% (41%)	33% (29%)	33% (36%)	24% (29%)
2. During the regular school day.	100% (43%)	39% (28%)	37% (41%)	35% (49%)	29% (47%)	30% (56%)
3. Saturdays	0% (7%)	11% (5%)	2% (4%)	14% (5%)	13% (3%)	10% (5%)
4. School vacation periods (holidays, summer, etc.)	0% (1%)	0% (4%)	3% (4%)	4% (2%)	4% (6%)	10% (0%)
5. Other	0% (9%)	11% (13%)	18% (10%)	14% (15%)	21% (8%)	26% (10%)

The responses indicated no clear preference but a majority preferred either 'before or after school day' or 'during the school day' as optimal time for in-car instruction. There were relatively few preferences for vacation periods and Saturdays.

*Figures in parentheses indicate results of Hand-Carry Survey

9. In general, how worthwhile do you think driver instruction courses are in helping young people become safer and better drivers?

	16-19	20-29	30-39	40-49	50-59	60+
1. very worthwhile	67% (67%)	75% (67%)	68% (73%)	60% (83%)	79% (86%)	73% (88%)
2. somewhat worthwhile	33% (28%)	25% (31%)	25% (22%)	37% (15%)	21% (10%)	20% (11%)
3. not too worthwhile	0% (2%)	0% (1%)	5% (3%)	0% (1%)	0% (2%)	0% (0%)
4. no opinion	0% (3%)	0% (1%)	2% (2%)	3% (1%)	0% (2%)	7% (1%)

There were consistent responses across the six age groups. All age groups were in agreement that driver education courses were very worthwhile.

10. In general, how worthwhile is the in-car instruction part of the driver education course in helping young people become better drivers?

	16-19	20-29	30-39	40-49	50-59	60+
1. very worthwhile	67% (77%)	82% (78%)	81% (76%)	65% (83%)	75% (84%)	83% (86%)
2. somewhat worthwhile	33% (18%)	18% (20%)	13% (21%)	28% (14%)	25% (13%)	10% (13%)
3. not too worthwhile	0% (0%)	0% (2%)	5% (1%)	3% (1%)	0% (1%)	0% (0%)
4. no opinion	0% (5%)	0% (0%)	1% (2%)	4% (2%)	0% (2%)	7% (1%)

An even greater percentage than in item 9 indicated that in-car instruction was very worthwhile. There were also consistent responses across the six age groups.

*Figures in parentheses indicate results of Hand-Carry Survey

11. In general, how worthwhile is the classroom instruction part of the driver education course in helping young people become better drivers?

	16-19	20-29	30-39	40-49	50-59	60+
1. very worthwhile	33%	64%	64%	60%	88%	77%
	(49%)	(53%)	(73%)	(76%)	(76%)	(83%)
2. somewhat worthwhile	0%	25%	29%	33%	12%	13%
	(38%)	(43%)	(21%)	(20%)	(19%)	(15%)
3. not too worthwhile	67%	7%	5%	3%	0%	7%
	(10%)	(4%)	(3%)	(1%)	(2%)	(0%)
4. no opinion	0%	4%	2%	4%	0%	3%
	(3%)	(0%)	(3%)	(3%)	(3%)	(2%)

All age groups except the youngest (16-19) indicated that the classroom instruction was very worthwhile. The low responses of the 16-19 age category may be an artifact of the extremely small number of respondents for that age category (N=6).

12. Some public school systems offer the in-car instruction part of the driver education course through a contract arrangement with a private driving school. What is your opinion of this contract arrangement?

	16-19	20-29	30-39	40-49	50-59	60+
1. The private driving school provides a better quality instruction than the certified high school driver education teacher.	33%	11%	6%	7%	17%	7%
	(13%)	(17%)	(8%)	(11%)	(10%)	(9%)
2. The high school driver education teacher provides a better quality instruction than the private driving school.	33%	29%	46%	53%	25%	57%
	(33%)	(30%)	(50%)	(51%)	(58%)	(60%)
3. There is no difference.	34%	32%	27%	9%	33%	10%
	(24%)	(23%)	(18%)	(14%)	(13%)	(13%)
4. I have no opinion.	0%	28%	21%	31%	25%	26%
	(30%)	(30%)	(24%)	(24%)	(19%)	(18%)

N.B. These percentages adjust to about 60% - see comments on pages 16, 22, and 28 under item 12

In all of the six age groups, respondents indicated that the high school driver education was a better arrangement than contract arrangement with a private school.

*Figures in parentheses indicate results of Hand-Carry Survey

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TABLE 1

SAMPLING PLAN

OHIO PUBLIC OPINION SAMPLE
N = 500

Households should be randomly selected from the communities as noted below.

Cities of 100,000 or more:

Cleveland	60
Cincinnati	37
Columbus	53
Toledo	25
Total...	175

Cities of 50,000 to 99,999:

Cleveland Heights (Cleveland)	8
Elyria	6
Hamilton	9
Parma (Cleveland)	15
Springfield	12
Total...	50

Cities of 25,000 to 49,999:

Boardman (Youngstown)	11
Brook Park (Cleveland)	9
Fairborn (Dayton)	10
Kent	9
Maple Heights (Cleveland)	10
Upper Arlington (Columbus)	11
Total...	60

Cities of 10,000 to 24,999

Ashtabula	15
Bedford (Cleveland)	12
Bridgetown	9
Broadview Heights (Cleveland)	8
Seven Hills (Cleveland)	9
Stow (Akron)	17
Troy	12
Van Wert	8
Washington Court House	9
Worthington (Columbus)	11
Total...	110

TABLE 1 (Continued)

Cities of 5,000 to 9,999:

Bryan	5
Geneva	4
Golf Manor (Cincinnati)	3
Logan	4
Loveland (Cincinnati)	5
Montgomery (Cincinnati)	4
Streetsboro (Cleveland)	6
Trotwood (Dayton)	5
Vermilion	6
Wellston	3
Total...	45

Places of 1,000 to 4,999:

Arlington Heights (Cincinnati)	4
Bradford	6
Brilliant (Steubenville)	6
Cadiz	8
Country Acres (Dayton)	4
Lowellville (Youngstown)	5
McConnelsville	6
Newcomerstown	11
Payne	4
Wilbrook Acres (Cincinnati)	6
Total...	60

TABLE 2

INSTRUCTIONS FOR ODSEA SURVEY

I. DISTRIBUTION OF FORMS

A. Distribute the survey forms, whenever, possible, to groups of people. Some suggestions include:

1. Regular meetings of civic groups, e.g., Lions, Rotary, Kiwanis, etc.
2. Meetings of volunteer groups, e.g., volunteer firemen.
3. Garden Clubs.
4. Church groups, e.g., choir, Knights of Columbus, Job's Daughters, etc.
5. Senior citizen groups.
6. P.T.O. or P.T.A. groups.

B. Try, whenever possible to get to non-school persons. We don't want teachers to be overrepresented (or underrepresented). Resist the urge to distribute the forms in teachers' boxes at school.

C. It is anticipated that the 16-19 and 60 and over age categories would be underrepresented. Make a conscious effort to get to these two groups. It is suggested that approximately 15% of your survey forms be given to high school students in order to reflect the 16-19 age category.

D. Do not be concerned if your group of respondents has too many at one particular age category. On a statewide level of distribution these concerns will self-adjust. (The statistician knows how to deal with these issues.)

II. GENERAL INFORMATION

A. The length of time to fill out the questionnaire is probably 5-10 minutes at most.

B. Ask potential respondents to fill out all information. Try not to leave anything blank.

C. Stress that individual returns are to be anonymous so don't have respondents sign or indicate their name.

D. Indicate that this survey is being conducted on a statewide basis and that results will be widely disseminated throughout the State of Ohio at a later time.

III. SPECIFIC DIRECTIONS TO POTENTIAL RESPONDENTS

PLEASE HELP US IN THIS VERY IMPORTANT SURVEY!

- IT WILL TAKE ONLY FIVE MINUTES OF YOUR TIME
- TRY NOT TO LEAVE ANYTHING BLANK. ANSWER ALL QUESTIONS.
- DO NOT SIGN OR INDICATE YOUR NAME.
- READ THE COVER LETTER FOR MORE INFORMATION.

TABLE 3

Please circle your choice — DRIVER EDUCATION SURVEY

1. Do you feel that a certified driver instfuction course should continue to be required for 16 and 17 year olds to receive a driver's license? 1. YES 2. NO

2. Do you feel all new drivers, regardless of age, should be required to complete a certified driver instruction course before receiving a driver's license? 1. YES 2. NO

3. Which one of the following methods do you think is best for teaching young people to drive automobiles?
   1. High School Driver Education 2. Commercial Driving School
   3. Parents 4. Friends 5. Other

4. How do you feel the classroom instruction for driver education programs should be financed? (Please circle only one number.)
   1. From State Education System
   2. From Traffic Violator Penalty assessments
   3. Through License or Vehicle Registration fees 4. Other

5. How do you feel the in-car instruction for driver education should be financed?
   1. From State Education System
   2. From Traffic Violator Assessments
   3. Through License or Vehicle Registration fees 4. Other

6. We would like your opinion about Public Schools being required to offer driver education. Please choose one of the following.
   1. Public School Systems should be required to offer both parts of driver education, that is, both classroom instruction and in-car training.
   2. Public School Systems should not be required to offer driver education instruction.
   3. Public School Systems should be required to offer driver education but only the classroom portion.
   4. Other

7. When do you feel classroom instruction should be conducted?
   1. During the regular school day.
   2. Before and after regular school hours
   3. School vacation periods (holidays, summer, etc.)
   4. Saturdays
   5. Other

8. When do you feel in-car instruction should be conducted?
   1. Before and after regular school hours
   2. During the regular school day
   3. Saturdays
   4. School vacation periods (holidays, summer, etc.)
   5. Other

9. In general, how worthwhile do you think driver instruction courses are in helping young people become safer and better drivers?
   1. very worthwhile
   2. somewhat worthwhile
   3. not too worthwhile
   4. not at all worthwhile
   5. no opinion

10. In general, how worthwhile is the in-car instruction part of the driver education course in helping young people become better drivers?
    1. very worthwhile
    2. somewhat worthwhile
    3. not too worthwhile
    4. not at all worthwhile
    5. no opinion

11. In general, how worthwhile is the classroom instruction part of the driver education course in helping young people become better drivers?
    1. very worthwhile
    2. somewhat worthwhile
    3. not too worthwhile
    4. not at all worthwhile
    5. no opinion

12. Some public school systems offer the in-car instruction part of the driver education course through a contract arrangement with a private driving school. What is your opinion of this contract arrangement?
    1. The private driving school provides a better quality instruction than the certified high school driver education teacher.
    2. The high school driver education teacher provides a better quality instruction than the private driving school.
    3. There is no difference.
    4. I have no opinion.

13. Are you a licensed driver? 1. YES 2. NO

14. What is your marital status? 1. Married 2. Single 3. Divorced 4. Widowed

15. Is anyone in your household a member of an automobile club? 1. YES 2. NO

16. What is your age category?
    1. 16-19
    2. 20-29
    3. 30-39
    4. 40-49
    5. 50-59
    6. 60 and over

17. Are you 1. MALE 2. FEMALE

18. Has any member of your immediate household ever completed a driver instruction course?
    1. YES 2. NO

19. What is the size of the community you live in?
    1. City of 100,000 or more
    2. City of 50,000 to 99,999
    3. City of 25,000 to 49,999
    4. City of 10,000 to 24,999
    5. City of 5,000 to 9,999
    6. Area with 1,000 to 4,999

20. Do you live within the city limits: 1. YES 2. NO

21. Do you have any children? 1. YES 2. NO

22. If yes to #21, do you have any children between the ages of (You may answer more than one category.)
    1. 0-10 Years
    2. 11-14 Years
    3. 15 Years
    4. 16 Years
    5. 17 Years
    6. 18 Years
    7. 19 Years
    8. 20 Years
    9. 21 Years

TABLE 4

COVER LETTER FOR MAIL SURVEY

March 2, 1982

Dear

You have been selected to participate in this important survey dealing with Driver Education and Driver Safety in the State of Ohio. The results will be used to help in planning future Driver Education programs.

The enclosed questionnaire has been tested in another state and it has been revised to include all necessary data while requiring a minimum of your time. Please fill out and return the questionnaire in the stamped envelope enclosed. Your response is so vitally important that we ask you to complete and return the form as soon as you can.

This researcher has conducted many mail surveys and absolutely guarantees the confidentiality of individual returns. Data will be analyzed by looking at group averages and your response is an essential part of the group. Thank you for your cooperation.

Sincerely,

Pietro J. Pascale, Ed.D.

lt
Enc.

TABLE 5

RESULTS OF CHI SQUARE TESTS
TO COMPARE MAIL SURVEY RESPONSES
WITH HAND-CARRY RESPONSES

ITEM	X^2	df	p
1.	0.01	1	NS
2.	0.44	1	NS
3.	0.55	1	NS
4.	1.66	3	NS
5.	5.02	3	NS
6.	2.35	2	NS
7.	1.93	3	NS
8.	2.12	3	NS
9.	0.63	1	NS
10.	0.01	1	NS
11.	0.49	1	NS
12.	1.22	2	NS